

MONTANA AERONAUTICS COMMISSION



Frank Shope
55-107

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FAA Offers Inspection Stickers To Aircraft Owners

Free inspection stickers are being distributed to aircraft owners by the Federal Aviation Agency to remind them of the date of their next periodic aircraft inspection.

The sticker is a silver-colored plastic tape overprinted in blue and bears the FAA seal. It is three inches square and is similar in appearance to an automobile inspection sticker. Its use is not mandatory, but FAA Administrator N. E. Halaby urges all general aviation owner-pilots to take advantage of this new service.

"Failure to comply with the rule concerning periodic inspection of aircraft is one of the most frequent violations of the Civil Air Regulations," Halaby pointed out. "However, most of these violations are unintentional, resulting from memory lapses on the part of the aircraft owners. We believe wide-spread use of the inspection indicators will help solve this problem."

The indicators (FAA Form 2912) may be obtained from any FAA inspector. He will examine the aircraft logbooks to determine the date of the next periodic inspection and will perforate the nit accordingly.

Authorized inspectors, airframe repair stations and manufacturers may also issue the sticker if

they desire to participate in the program. Renewals may be obtained at the time of the periodic inspection. Replacements for lost or mutilated units may be acquired in the same manner as new ones.

MONTANA TOWER-CONTROLLED AIRPORT OPERATIONS FOR AUGUST

	TOTAL OPERATION	INSTRUMENT OPERATION
Great Falls	10,444	2,677
Billings	9,421	567
Helena	2,646	33
Missoula	3,240	67

SEPTEMBER

Great Falls	10,486	2,089
Billings	8,206	541
Helena	2,261	59
Missoula	2,651	173

Halaby's Record Defended

Federal Aviation Agency Administrator N. E. Halaby was commended recently by the Aircraft Owners and Pilots Association for the manner in which he has handled the nation's civil aviation affairs since he assumed office 20 months ago.

Often critical of what it considers over-regulation of the pilots and owners of the country's 86,000 business and pleasure aircraft, AOPA noted in the October issue of *The AOPA PILOT* that Halaby has done much to restore public confidence in the FAA. The *PILOT* is the official monthly magazine of the 87,000-member organization.

In an editorial, the magazine called attention to precedent-setting measures Halaby has instituted to raise the level of general aviation aircraft activity, which accounts for the largest part of U. S. flying.

Lose Your Certificate?

Submit a brief statement of the circumstances surrounding the loss, exact name that was on the original certificate, your grade, ratings and date of issuance. Enclose a check or money order for \$2.00 (\$4.00 for both pilot and medical replacement) payable to the FAA.

If you're in a hurry, send a prepaid telegram and telegraphic money order and FAA will telegraph a replacement certificate until a written duplicate can be issued.

For both pilot and medical certificate, send the facts to the Chief, Airmen Records Branch, FAA, Home State Life Building, 621 Robinson Avenue, Oklahoma City. Correspondence concerning medical certificates only should be sent to the Civil Air Surgeon, FAA, Washington 25, D. C.

October 12, 1917—Marine Section of Naval Aviation now consists of 34 officers and 330 enlisted men.

October 27, 1918—Air passenger service between Key West, Fla., and Havana, Cuba, is inaugurated by Aeromarine Co.

Official Monthly Publication
of the
**MONTANA AERONAUTICS
COMMISSION**

Box 1698
Helena, Montana

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Charles A. Lynch, Director

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ARTCRAFT PRINTERS

Director's Column



Value of Registration

From the early years of air carrier operation across our nation, the Federal Government has considerably expanded the development and installation of navigation facilities, communication equipment, airway beacons, etc. Today, considerable work and money is going into the development of airports, landing strips and airport facilities.

With the tremendous use of business aircraft and the utilization of these facilities by the aviation public, the facilities have become important to and are used by a greater majority of people in the general aviation field than in all other segments of aviation transportation combined.

The evolution of air carrier aircraft design has minimized the importance of many of these enroute navigational facilities and landing areas.

Since the inauguration of the Aeronautics Act by the legislature during the 1945 session, it has been the duty and the responsibility of the Montana Aeronautics Commission to develop, not curtail, the expansion of airports

and aviation facilities within the State of Montana. Over the years, it has become increasingly important for the State aviation department to have accurate and meaningful statistics relative to the number of pilots (student, private, commercial), and the number of registered aircraft of various categories and types operating in the state. This statistical information is invaluable in placing emphasis where it is of greatest need in proposing the retention of valued aviation services for the users of air transportation.

Probably the single greatest value of pilot registration is the statistical information it makes available to the state to use when working with the Federal Aviation Agency on aviation developments.

When it is further considered that the budget for search and rescue operations within the State of Montana is based in part upon pilot registration fees, and considering that pilots registering annually with the Montana Aeronautics Commission, receive goods and services in excess of the cost of the registration fee, we should easily understand the importance of complete and accurate pilot registration.

For 1963, the application and file cards will be somewhat altered from previous years. As far as pilot registration is concerned, one form will handle both pilot and agricultural pilot registration. The information requested is of importance statistically to future aviation development in Montana. All pilots are urged to complete the form in its entirety.

Aside from the benefits of pilot registration to the industry, it is a State Law enacted by the 1945 Legislature. The co-operation of the pilots in the State of Montana, over the years, in completing the annual registration has been most gratifying. Your continued cooperation in the future will be anticipated.

October, 1915—William E. Boeing becomes interested in aeronautics and begins flying instruction at Glenn L. Martin's School in California.

First Big Sky Race For Women

MARY JO JANEY

Beginning at 7:30 a.m. on Saturday, September 29, fourteen planes carrying eighteen women roared off from the Galatin Airport on the first leg of a course which would take them to Helena, then Lewistown via Harlowton, and finally to Billings, in the first all-women air race to be held in Montana.

Twenty-two planes were entered for the race, but an active weather system west of the divide prevented six from coming from Washington and Oregon, and two others scratched because the weather outlook for Saturday was not promising. The fourteen who did arrive on Friday for aircraft inspection and briefing battled strong winds, turbulence and lowering ceiling to make the 6:30 p.m. deadline, in spite of threats of a cold front expected to lie across the course about the time for take-off on the race.

On Friday, while Mr. Jacobsen and Mr. Elser of the Great Falls Forecast Center kept tabs on the developing weather, Lee Mills, Supervisor of Helena FAA office, carried out a thorough inspection of racing aircraft, and race officials checked pilot and aircraft papers for legality. After determining that most were in order (none disqualified) everyone went into Bozeman to hear words of wisdom from Dick Munroe (Montana Aeronautics Commission) on procedure for being timed at each airport; from Bill Cantwell (FAA Safety Agent) on safety at all costs, (Bill also checked licenses and current medicals); and from Lowell Blanton (Helena Tower Chief) on converging procedures for arrival at Helena Airport. Finally race committee members, Mary Jo Janey and Elsie Childs, reviewed rules of the race and the course.

Saturday morning dawned clear and breezy after the passage of the cold front during the night. Only a few stratus clouds lingered around the mountain tops. At breakfast everyone was given weather briefing (strong winds). Then we were taken to the air-

port to untie and warm up the planes and line up for take-off. All fourteen were ready to go. The first plane was off at 7:32, the last at 7:47, and all got off in proper order.

In Helena, beginning at about 8:00 a.m. and lasting about 30 minutes, the tower and timers had an interesting time getting all the planes over the line and landed.

Winds were picking up and were from the west, giving tail winds to Harlo, crosswinds from Harlo to Lewistown, and from Lewistown to Billings. There was turbulence over the ridges and on the lee side of the mountain ranges, but this was handled very well by the thirteen planes that chose to continue on from Helena. One chose to remain at Helena.

By the time the planes arrived at Lewistown, a gale was in progress. Some of the conventional geared planes needed assistance in taxying crosswind in the gusts up to 35 knots. Two planes dropped out at Lewistown, and eleven continued on to Billings, where they landed in gusts of 40 knots. Here again assistance was provided by some fellows who walked several planes to their tie-down spots in the strong winds.

At the dinner Saturday evening in Billings, after the judging and timing committee had computed all the scores, winners were announced by Chuck Lynch, Commission Director, and congratulated by Governor Tim Babcock.

Winners were: First place, Pud Lovelace of Bozeman in a Cessna 175; second place, Bobby Kramer and co-pilot Vivienne Schrank of Jordan in a Cessna 172; third place, Norma Wingfield of Billings in a new Bonanza.

The women who flew the race all did excellent jobs in handling the adverse wind conditions. To be especially commended are those who felt the wind and turbulence might be more than they could safely handle and who simply dropped out. A perfect safety record has been established as a guide for future races, and you may be sure that the ladies will preserve it.

Others who finished the race, and in the order in which they

placed in the scoring, were as follows:

4. Mary Jo Janey and Bitty Herrin in a Skylane, both of Helena.

5. Helen Dunlop and Elsie Childs in a Stinson, both of Helena.

6. Luella Nelson in an Ercoupe of Great Falls.

7. Betty Nunn and Eileen Gray in a Cessna 180, both of Great Falls.

8. Pearl Magill and Mary Stevenson, Cessna Skyhawk, of Glasgow and Missoula, respectively.

9. Elsie Hartley and Jimmie Kuhn, Cessna 182, Missoula.

10. Martha Gaunce, Cessna 150, Williston, North Dakota.

11. Phyllis Sammons and Treva Torgerson, Cessna 180, Cut Bank.

MPA REPORTS

STATE

The Fall Fly-In was a huge success with 28 planes and 100 people attending. I wish to thank the Fly-In committee, Russ Lukens and Bob Taylor, also the Dillon Hangar for the wonderful job they did in planning. Many of the people took advantage of the hot pool at all hours of the day and night.

During the short meeting it was decided that the MPA would work through the individual Hangars to get the strips in Montana marked, such as the one at Jackson. We will meet with the Montana Aeronautics Commission to set up a standard so that all strips will be marked along the same lines. All the pilots agreed that the Dillon Hangar had a good idea and that it was real nice to see the big letters that marked the Jackson strip upon our arrival.

On behalf of the State MPA, I wish to express our appreciation to Mary Jo Janey, Big Sky Race Chairman, and Laulette Hansen, President of Montana Chapter of the 99's, for the way the Big Sky Race was handled.

It was a terrific undertaking and everything went off like clockwork. This was the greatest boost that private flying has received in Montana. It was really something to watch those gals come in at the end of the race in

30 m.p.h. winds in gusts up to 45 m.p.h.

Credit for the poorest landing of the day did not go to one of the ladies, but instead to a well-known gentleman high up in flying circles. Our sincere congratulations go to Pud Lovelace of Bozeman, who took First Place in the Big Sky Race and won the Trophy. She flew her own Cessna 175. I plan to meet with at least three hangars this month and hope to be in Livingston soon to help them reactivate their Hangar. In closing, to the individual Hangars I say this: "It was Dillon's idea to mark the strip, what ideas do you have?"

Sincerely,
Herb Sammons

BILLINGS HANGAR

Billings Hangar claims novelty of having a member fall out of the swimming pool at Jackson Fly-In. No names mentioned but interested parties are to contact John at Lynch Flying Service.

Is Your Airworthiness Certificate Valid?



LEE C. MILLS
F.A.A. General Aviation
Inspector, Helena, Montana

We all know what the Certificate of Airworthiness looks like. It is originally issued to a particular aircraft after a complete inspection to determine its conformity to the type certificate data. It is also a document that is required by the Civil Air Regulations to be carried in the aircraft at all times.

Today, let's explore its purpose and meaning. First, it must fit the classification for which it was originally issued. Such as, Standard, Restricted, Limited, or

UNITED STATES OF AMERICA FEDERAL AVIATION AGENCY		
CERTIFICATE OF AIRWORTHINESS		
1. NATIONALITY AND REGISTRATION MARKS	2. AIRCRAFT AIRWORTHINESS CLASSIFICATION	
<p>3. This Certificate of Airworthiness is issued pursuant to the Federal Aviation Act of 1958. The aircraft identified hereon is considered airworthy when maintained and operated in accordance with the Civil Air Regulations and applicable aircraft Operation Limitations.</p> <p>4. This Certificate will remain in effect as long as the aircraft is maintained in accordance with Part 43 of the Civil Air Regulations unless surrendered, suspended, revoked, or a termination date is otherwise established by the Administrator of the Federal Aviation Agency.</p>		
5. DATE OF ISSUANCE	6. FAA REPRESENTATIVE	7. DESIGNATION NO.
<p>8. Any alteration or misuse of this Certificate is punishable by a fine of not exceeding \$1,000 or imprisonment not exceeding 3 years, or both.</p>		

GAO 1958 OF - 50828

Form FAA 1362B (5-59)

in some cases Standard and Restricted or Experimental. Any modification of the aircraft to another classification invalidates the Certificate and requires its reissuance. For instance, the removal of spray equipment from an aircraft with an Airworthiness Certificate denoting the Restricted classification would require that it be reissued in the Standard classification. The multiple classification certificate, Standard and Restricted takes care of this.

Now let's read the fine print on the document. It states, "3. This Certificate of Airworthiness is issued pursuant to the FAA Act of 1958. The aircraft identified hereon is considered airworthy when maintained and operated in accordance with the Civil Air Regulations and applicable aircraft Operating Limitations. 4. This Certificate will remain in effect as long as the aircraft is maintained in accordance with Part 43 of the Civil Air Regulations unless surrendered, suspended, revoked, or a termination date is otherwise established by the Administrator of the Federal Aviation Agency."

Notice in paragraph 3, that the aircraft is considered airworthy when maintained and operated in accordance with the Civil Air Regulations, and in paragraph 4, that the Certificate will remain in effect as long as the aircraft is maintained in accordance with Part 43 of the Civil Air Regula-

tions. Part 43 of the Civil Air Regulations requires that maintenance be performed in accordance with Civil Air Regulation 18, and that no aircraft shall be operated, except—when it carries a special flight authorization (ferry permit), unless within the preceding 12 calendar months it has been given a periodic inspection in accordance with the requirements of Civil Aeronautics Manual 18, and has been approved for return to service by a person authorized by Section 18.12 (b). The periodic is acceptable as a 100 hour, and the inspection for the issuance of an Airworthiness Certificate is acceptable as a periodic. A 100 hour inspection is not acceptable as a periodic inspection. Now let's look at 18.12 (b). This paragraph lists the persons or agencies eligible to perform periodic inspections. These are an Authorized Inspector (AI Mechanic), an appropriately rated repair station, or the manufacturer if he is operating under an approved production inspection system or production certificate. Part 18 also outlines the scope of the inspection. This is briefly an inspection for general airworthiness condition, compliance with the type certification data (aircraft specification) and applicable AD's, CAR's and a functional check of the engine. After the periodic inspection, a notation must be made in the aircraft records as follows: "I certify that this aircraft has been inspected in accordance with a

periodic inspection and was determined to be in an airworthy condition". The entry must be dated, the total aircraft operating hours entered and signed by one of the eligible persons or agencies listed above. If this is not done, the aircraft has not been inspected and returned to service as required by the Civil Air Regulations, thereby invalidating the Airworthiness Certificate. The point I am trying to make, when you present your aircraft for a periodic inspection, determine that the person is eligible to perform it. Tell him you want a periodic inspection and not just an inspection. When the aircraft is returned to service personally examine the aircraft log book yourself for the proper entry.

To summarize, if you want to operate your aircraft, in order to maintain the validity of the Certificate of Airworthiness, a periodic inspection must have been conducted by one of the eligible persons or agencies within the last 12 calendar months and properly recorded in the aircraft records. The owner is responsible for the maintenance of these records and is required to submit them for entries when any maintenance is performed. Before you fly your aircraft again check the aircraft log book for the proper entry, particularly if it is a used aircraft that has been purchased recently. If you have questions, please do not hesitate to contact the nearest FAA General Aviation District Office.

Federal Aviation Agency Inspection Itinerary

AIRPORT	OCTOBER	NOVEMBER
Butte	18	**
Culbertson	11	11
Gallatin Field (Belgrade)	17	16
Great Falls		
International	3	2
Glasgow Airport	10	10
Glendive Airport	24	24
Havre	4	
Helena City-County	1-8-15-29	26
Lewistown Airport	31	28
Logan Field (Billings)	1-8-15-22-29	5-19-26
Miles City	25	21
Missoula	31	28

*Written Test Only
**Flight Test Only

October 31, 1920—Toledo, Ohio, is bombarded by airplanes carrying socialistic literature in behalf of Eugene V. Debs.

Congratulations ! !



CERTIFICATES ISSUED RECENTLY TO MONTANA PILOTS

Albright, Dorothy Frances, Roundup—Private
Houck, Arthur Dean, Glendive—Student
Chopping, Porter, Riverton, Wyo., Mel on Commercial
Butler, Francis Howard, Billings—Private
Hilton, Ralph A., Grass Range, Wyo.—Student
Thielen, John B., Gillette, Wyo.—Private
Cox, Perry W., Hysham—Private
Dasher, Darlyne E., Glasgow—Student
Cunningham, Thomas J., Houston, Texas—Student
Skaggs, Robert R., Cody, Wyo.—Flight Instructor
Harrington, Donald P., Butte—Private
Moore, Hershel N., Thermopolis, Wyo.—Student
Cantrell, Jerold M., Laurel—Student
Gordon, Tom F., Miles City—Student
Scheel, Charles Philip, Billings—Private
Maxness, Marla Jan, Glasgow—Student
Brogan, Michael McNall, Billings—Commercial
Williams, Donald Clinton, Lewistown—Private
Olson, Lyle Richard, Lewistown—Private
Rogers, John William, Lewistown—TBM on Commercial
Ingraham, Robert James, Lewistown—TBM on Commercial
Udlehoven, Larry Clark, Winifred—Private
Weilemen, George Steven, Lewistown—Student
Hansen, Hans Richard, Worden—Private
Anderson, Leroy Hilton, Billings—Commercial
Elliott, Robert Clayton, Billings—Flight Instructor

Vinner, Jack I., Billings—Private
Whitlock, Howard F., Powell, Wyo.—Private
Hull, Cook, Sidney, Nebraska—Private
Sullivan, Leo Kenneth, Billings—Student
Berner, Charles H., Sidney—Student
Alspaugh, Mark H., Great Falls—Student
Twichel, Kenneth K., Three Forks—Student
Jackman, David M., Great Falls—Student
Maykuth, John Joseph, Bozeman—Private
Hinther, Jacob H., Great Falls—Student
Buchanan, John D., Great Falls—Student
Knight, Harry Earl, Great Falls—Student
Van Keulen, William A., Ghent, Minn.—Student
Merriman, John G., Missoula—Grumman F7F added to ATR, AMEL, DC-3, C-46 & Com. Private ASEL, Grumman TBM
Clark, James C., Sweetgrass—Student
Miller, James P., Missoula—Commercial
Sargent, Claude Lauren, Havre—Private
Nickerson, William W., Great Falls—Private
Field, Ronald Willets—Private
Emerson, Kenneth A., Butte—Student
Hays, Frank A., Livingston—Student
Jeansonne, Clyde J., Bozeman—Student
Lanning, David P., Polson—Student
Prinzing, Lee E., Great Falls—Private
Jones, Junis W., Cut Bank—Private
Cunningham, David R., Helena—Private
Fraser, Scott Duncan, Great Falls—Student
Pozder, Pete, Great Falls—Student
Moody, James W., Missoula—Student
Hedahl, Duane C., Great Falls—Instrument
Stevenson, Mary Louise, Missoula—Private
Hansen, Keith L., Great Falls—Student
Oehlerich, Michael Allen, Rygate—Student
Van Camp, Milton Leonard, Missoula—Student
Buckhouse, Alexander F., Great Falls—Student
Andersen, Robert W., Butte—Student
Overman, Carole Sue, Butte—Private
Richardson, William, Columbus—Student
Pospisil, David L., Bozeman—Commercial and Instrument
Winterowd, Robert A., Belgrade—Instrument
Mahlum, Ronald W., Livingston—Private
Westall, Thomas S., Bozeman—Commercial
Frandsen, John Allen, Sidney—Student
Allen, Robert L., Belgrade—
Buckhouse, Alexander F., Great Falls—Student
Hartley, Albert E., Great Falls—Student
Clarkson, Arthur William, Helena—Student
Barron, Ottis L., Great Falls—Student
Sand, Wayne Russell, Valier—Commercial
Hodge, Milburn Lee, Hobbs, N. M.—Student
Glatt, Eugene Wendell, Napoleon, N. D.—Private
Nelson, Charles Raymond, Poplar—Flight Instructor
Garrity, Joseph Anthony, Bismarck, N. D.—Commercial
Soare, Malcolm Arthur, Glendive—Commercial
Morup, Mona Kristine, Billings—Student
Balsam, Elmer Goodman, Jr.—Private
Mason, Milton Thirmon, Glendive—Private
Flom, Phillip Leonard, Cody, Wyo.—Student
Loegering, Ervin T., Poplar—Student
Morse, William Robert, Absarokee—Multiengine
Lyman, Phillip Gordon, Ten Sleep, Wyo.—Private
Geier, Bernard, Billings—Instructor
Balsam, Elmer Goodman, Jr., Miles City—Multiengine

Richeson, Robert Earl, Poplar—
Student
Chandler, John Britton, Plenty-Wood—Private
Killworth, Michael, Miles City—
Private
Hucke, Charles Josepr, Billings—
Instrument
Mallan, Alger Victor, Glasgow—
Student
Moore, Orval Burt, Powell—
Student
Lund, Ronald James, Billings—
Private
Buchanan, Douglas Barre, Glasgow—Commercial
Rimer, Hallie Carlo, Moore—
Student
Hogan, Richard F., Billings—
Instrument
Lux, Thomas R., Billings—
Student
O'Bryant, Virgil Arthur, Glasgow—
Student
Cyree, Elmer Gene, Sylvester, Ga.—
Student
Mallan, Alger Victor, Glasgow—
Student
Sizemore, Robert Harry, Glasgow—
Student
Winslow, James F., Sicamous,
B. C., Canada—Commercial
Veltkamp, Bernard James,
Billings—Private

ACCIDENT PREVENTION



BERNARD A. GEIER
F.A.A. Safety Agent, Billings

MULTIENGINE DUAL

Dual flight time in preparation for a flight check should include single engine practice and single engine approaches. During one of these approaches, the student should be given a go-around to simulate a condition where a missed approach is necessary. Many instructors are teaching a procedure that requires that the

power be advanced followed by the gear being retracted, then the flaps retracted. The flaps, when used beyond the one-fourth position, will create much more drag than will the gear. If both the flaps and the gear are retracted simultaneously on aircraft using electrically operated gear and flaps, it is possible to overload the circuit, causing both gear and flaps to remain in the down position. Practice at altitude with one engine feathered will show that if the flaps are retracted first and the airspeed held at the best single engine rate of climb, then the gear retracted, altitude loss will be kept to a minimum. It would also be well to have the gear under the aircraft if the aircraft were to touch the ground. The gear would take the shock rather than the passengers.

MORE ON VMC

Good operating procedure requires that the minimum control speed be attained prior to lift off the ground on takeoff. The reason for this is to be assured that directional control can be maintained in the event of loss of power from one engine. If engine failure should occur during the takeoff roll, and before V_{mc} , the throttle of the operating engine should be closed immediately and the takeoff aborted. An attempt to get airborne below V_{mc} would result in a roll to the dead engine that could not be stopped and a crash would result. If your airspeed is in excess of V_{mc} , you then must make the decision as to whether to continue or to land on the remaining runway. It might be interesting to you to see the amount of runway necessary to become airborne, land, and come to a stop. Be sure that you have a lot of runway available before you try it. Most of the light twins will require 5,000 to 6,000 feet of runway. If there is not enough runway remaining when the engine fails above V_{mc} , the aircraft should be accelerated to the recommended best single engine rate of climb speed and a straight ahead climb out continued if terrain will permit. Remember that you cannot gain as much altitude, in feet per minute, in a climbing turn as you can in a climb straight ahead. If the ter-

rain features on either side of the airport are the same, the traffic pattern should be flown toward the good engine. Turns toward the dead engine will give a lower rate of climb and therefore should not be attempted when altitude is critical.

INITIAL CLIMB

Whether in single engine aircraft or multiengine aircraft, the critical period of time, from the standpoint of engine operation, is the first 30 seconds under full power. If takeoff is made and excessive speed is gained before beginning the climb, power failure at the end of 30 seconds would not give you altitude for a selection of forced landing fields. On the other hand, if you would hold the best rate of climb speed for 30 seconds, you would find that you were at an altitude that would allow you a choice of fields. If you were in a multiengine aircraft, you would have sufficient altitude for a single engine pattern and approach. Engine cooling is assured when climbing at the best rate of climb speed. All engines must be designed to operate at maximum power for one minute without detrimental effect to the engine. You will not hurt the engine in 30 seconds on the initial climbouts.

Attention Pilots

Here are the aviation weather service telephone numbers for the seven Montana Weather Bureau Airport Stations. Those marked with an asterisk are unlisted and should be used for aviation weather information only. Figures in parentheses are hours during which the particular office is open, Mt. Time:

Billings	252-7309*
Glasgow	228-4042
(0300-2400)	
Great Falls	453-3512*
Havre	265-6424
(0430-1315)	
Helena	442-8260
Kalispell	756-4829
(0630-1430)	
Missoula	543-7931

October 26, 1922 — Lt. Comdr. V. C. Griffin is the first pilot to fly off of the U.S.S. Langley.

AIRPORT NOTES



By JAMES H. MONGER
Chief, Airports Division

HARLEM

A runway extension project is now under construction at the Harlem airport. It consists of extending the runway 900 feet and paving the extension. This is a local-state joint project with the Montana Aeronautics Commission loaning the Blaine County Airport Board \$6000 to aid in financing of this project.

LAVINA

A site investigation is now under way in the Lavina area. This proposed minimum utility airstrip will be a joint venture by the Montana Aeronautics Commission and Golden Valley County.

RED LODGE

A new paved north-south runway with taxiway and apron was recently completed at this airport. The 4200 foot runway project was sponsored by the Carbon County Airport Board and was financially assisted by the FAA and the MAC.



George O'Connor, Vice-Pres. of Montana Power Delivers the Address at the Red Lodge Airport Dedication Sept. 30th.

LIVINGSTON

A new paved 4200 foot north-east-southwest runway with taxiway and apron was recently completed at Mission Field. The sponsor of this project was the city of Livingston and Park County. The total cost of this local-state and federal project was approximately \$90,000 with the MAC loaning the joint city-county airport board \$20,000.

BUTTE

A local, state and federal project is now under construction at the Silver Bow County airport.

FLATHEAD

The Flathead Hangar of the Montana Pilots' Association is now under way with a project at the U.S./Canadian line near the Port of Entry of Flathead on the west boundary of Glacier Park. This dirt runway will be used for light aircraft clearing customs during the summer months only at the Flathead Port of Entry. The airstrip is expected to be completed this fall. This airstrip is to be located at the latitude 49° and the longitude 114° 30'.

FRONTIER AIRLINES, INC. SERVICE AND TRAFFIC DATA AT MONTANA CITIES

	Passengers		Aircraft Departures	
	On	Off	Actual L'ding	
Billings	887	875	151	5.87
Glasgow	111	114	61	.55
Glendive	45	46	58	1.29
Great Falls	199	207	62	3.21
Havre	25	30	55	.45
Lewistown	67	26	62	1.09
Miles City	61	67	60	1.02
Sidney	59	77	93	.84
Wolf Point	42	45	45	.78

FOR SALE: By State MPA, Thermo Fax gummed labels—address of MPA membership, \$5.00. Herb Sammons, Box 1334, Cut Bank, Montana.

FOR SALE: Aeronca Sedan — 1948. Time on engine 700.00. Time on airframe 1115:00; Bendix Patr-10-A Radio, May Annual; good family airplane, price \$2800. See or write Harry Rodenberg, Wolf Point, Mont.

FOR SALE: J-3, 1954—180, 1959—180, 1962 Skylane, Morrison Flying Service, Helena.

FOR SALE: 1957 Cessna 182, TTA & E 1,000 hours, 50 SMOH, full panel, ADF-29, LTRA-6/meter. RB, new prop at overhaul, 6 cylinder prime and outside power plug. Above average condition. Annualized Sept. 1962. \$9,200. Write or phone Jim Larcombe, Malta, phone 24 or 590.

Operators Corner



Operators of the month are Matt Zupan and Sig Ugrin of Miles City Aero Service.

Sig got his start in Aviation in 1939 while working with the C.P.T. and W.T.S. programs. During World War II, he served as a flight engineer on a Navy PBM Patrol Bomber. After being released from the Navy, he was with Gillis Aviation in Billings until 1948.

Matt started in Aviation in 1940, at Visalia, California, as a mechanic in the Army Primary Training Command. He saw service in the Navy during World War II. After the war he was in charge of the shop for Lynch Flying Service in Billings.

In 1948, Matt and Sig formed a partnership and started Billings Aero Repair at Billings. In 1951, they moved their business to Miles City.

Miles City Aero occupies the new city shop building that was built by Miles City with partial funds obtained from a MAC loan. They have complete maintenance and overhaul, ambulance service, twenty four hour service, charter and student instruction. A restaurant is located on the field and taxi downtown is available.

October 8, 1909 — Wilbur Wright trains two Army pilots at College Park, as provided for in Government contract. Lt. Frederic E. Humphreys is first to solo, followed a few minutes later by Lt. Frank P. Lahm.

FOR SALE: 1947 Cessna 140. Total time 360 on aircraft and engine. New NARCO VHT-3, new interior and full 140 panel. Licensed until July, 1963. Contact Ray Froelich, 613 No. Kendrick, Glendive, Montana.

FOR SALE: 1949 Stinson Station Wagon, 165 h.p., metal prop VHT-3 Narco Super Homer, Narco LF stand by, priced with or without radio. Call Norm Schneckloth 442-2489.

EMPLOYMENT SOUGHT: Raymond L. McDonald, Air Taxi Operator in Alaska 7 years, 3000 hours, 1st Pilot B-17, WW II, ASEL-Sea Instructor, 20 years executive experience. 2034 Houser, Helena, telephone 442-2819.

FOR SALE: 1953 Cessna 180, top condition, priced to sell. Ben Shennum, Scobey, Montana.

October 4, 1926—H. H. Culver is arrested by an air traffic cop on a charge of reckless flying and is held in \$25 bail for appearance in court at Delmonte, Calif.

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